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SILKIN FLAUNTS EEC
—and brings in new measures

FLYING IN THE face of EEC opposition fisheries minister John Silkin has announced new conservation measures. The Norway punt box will be extended 2 deg. East from October 1 and a 70mm minimum mesh size for Norway lobsters will come in on November 1. British fishermen stood at his shoulder watching every move and there was no sign of any softening in Mr Silkin's attitude when the EEC fisheries ministers met again in Brussels on Monday after the summer recess.

After five hours of inconclusive debate, Mr. Silkin announced that the European Commission's compromise proposals on conservation would press ahead with national measures. He said the UK had proposed 11 improvements to the conservation measures and that the commission would now study them before reporting back to the next council in October. Mr. Silkin added that he had invoked the Luxembourg compromise five times during the debate. This is the device by which a member state can veto a proposal when it considers that vital national interests are threatened. It was first used in 1966 to end a seven-month French boycott of the EEC over an agricultural row.

On the punt box extension, Mr. Silkin pointed out that this measure was announced in July and the EEC have had plenty of time to consider it. He explained that the larger box will increase North Sea haddock stocks by 25 per cent and whiting by 50 per cent. The move is bitterly opposed by Denmark. Danish Fisheries Minister, Svend Jakobsen, urged the commission to take the UK to the European Court of Justice in Luxembourg if it extends the box.

He warned that if the commission failed to do so "others" would. Mr. Silkin said in reply to a question that he viewed this prospect with 'total equanimity'.

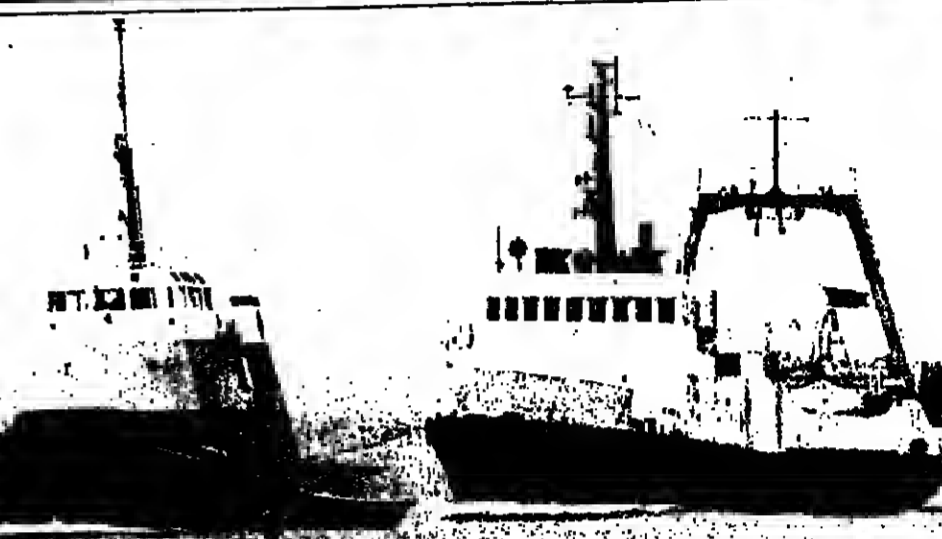
On the new minimum net mesh size for Norway lobsters, France — which would be the country most affected — wants the move postponed until July 1, 1979, and the commission thinks it should not be introduced until September 1, 1979.

Mr. Silkin argues that the larger mesh size will protect small nephrops and double the south-western whiting fishery within two years.

The European commission failed in its attempt to have the uncontroversial national conservation measures grouped under a community regulation.

The Danes tried to establish a link between the 10 per cent by-catch proposal (applied by the UK since the Spring) and leaving the punt box unchanged.

This French objection to the nephrops minimum mesh size, while the British opposed any piecemeal approach.



A DRAMA-PACKED trip ended last week when the Fleetwood storn trawler *Boston Blenheim* arrived back at the port under tow by the tug *Strongbow* (see above). The vessel, commanded by Skinner Bob Rawcliffe, was disabled by engine trouble in the Sound of Mull. She put down her anchors, but a westerly gale was blowing and they began to drag, putting the vessel in danger of grounding. Fortunately, the frigate *RMS Torquay* was in the vicinity and she put a line to *Boston Blenheim* and towed her into Oban. *Boston Blenheim* had not started fishing when the breakdown occurred as she left her home port of Fleetwood only two days before.

IRISH DEFY BAN

IRELAND and Denmark are ganging up to catch the Irish Sea. The Irish fleet has been ordered to catch the Irish Sea. This is a result of Minister John Silkin's ban on herring catches in the British sector of the Irish Sea.

Brittania rules

THE FISHERIES Ministry can do nothing to prevent foreign vessels registering under the British flag and using UK fish quotas.

Grimsby Fishing Vessel Owners' Association has been pressing the Minister for action following the registry at Grimsby of the former Dutch vessel *Brittania*, which, it claimed, is exploiting a legal loophole in EEC fisheries rules.

However, following a meeting in Brussels on Monday, Fisheries Minister John Silkin told Fred Parkes, president of the association, that there was no way to bar *Brittania* or other foreigners which Mr. Parkes fears are queuing-up to register as British vessels.

Grimsby's fish-starved merchants do not share Mr. Parkes' gloom. One told *Fishing News*: "We desperately need fish from anywhere and anyone, and one wonders just what sort of a game the owners are playing with us now."

"The port is only as good as the market and without fish Grimsby, including the owners, cannot survive."

"The owners have landed hundreds of foreign-registered vessels this year with fish that has come off foreign quotas. Let's have a bit of give and take and not make bloody great mountains out of molehills when no one has done anything wrong."

The Danes are also pushing a similar line on Norway punt. It is claimed they were allocated 280,000 tonnes but have only taken 80,000 tonnes.

The Danes now look likely to go ahead and defy the ban. A ban on Mourn herring came into operation on September 20. This applies to the 12-mile line off Northern Ireland.

The only exemption will be for boats under 35ft, who will be allowed to take up to 400 tonnes by October 27.

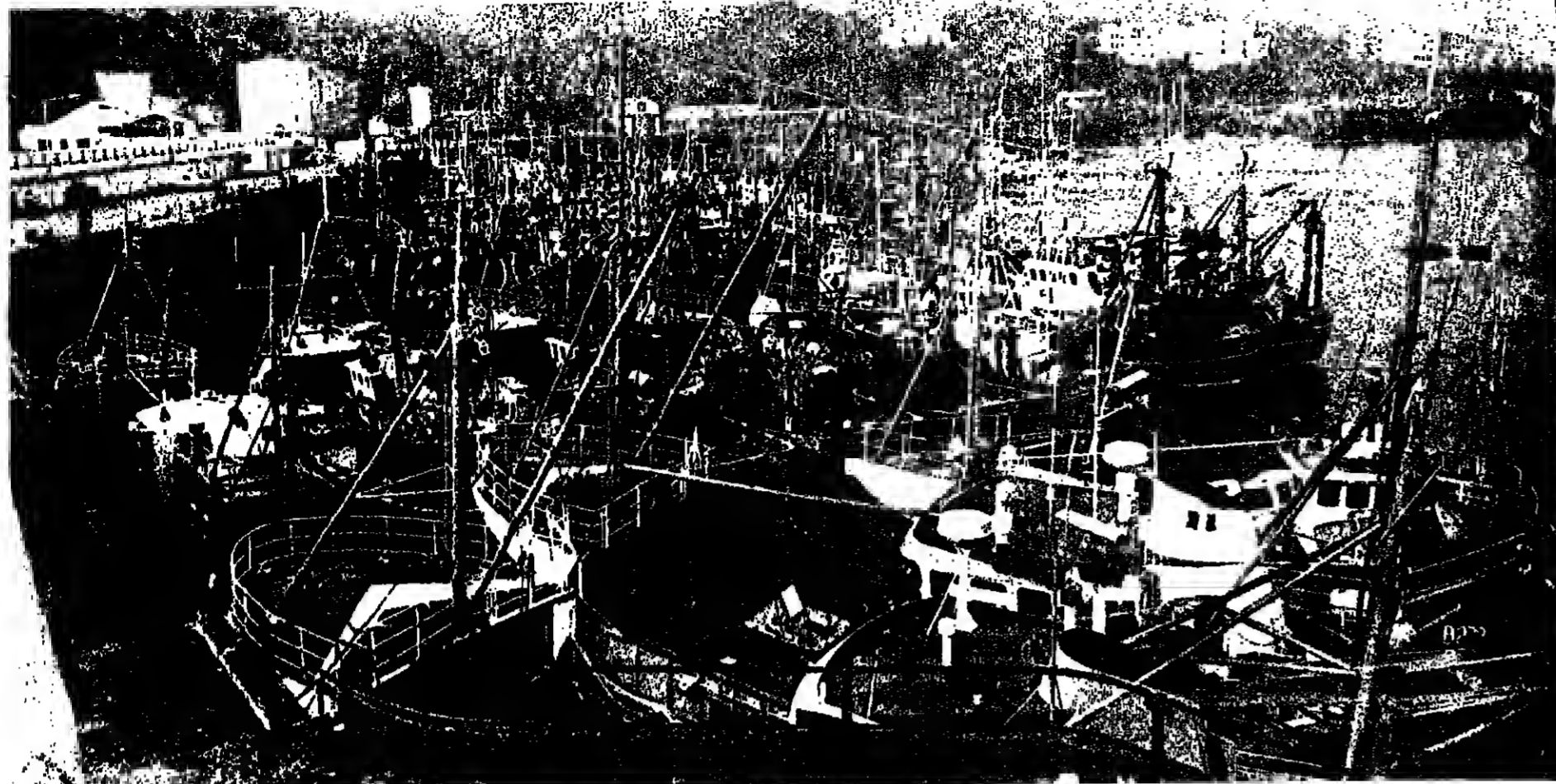
Mr. Silkin also faced united EEC opposition on his objection to a long-term framework deal with Spain. He insisted that agreements of this kind could not be put into operation until the EEC had resolved its own internal fisheries policy. See page three.

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Above: herring vessels tied up at Douglas port after the season closed last Thursday.
Below: *Serlings* from Peterhead and (bottom) *Patricia Campbell*, another of the Douglas registered vessels.

HERRING SPREE OVER

THE SHORT but eventful Manx herring season closed prematurely last Thursday and catches earned just over £3m. With quality of fish poor during the early part of the fishing, this figure was well down on last year's £4.4m.

Fishing was suspended several days earlier than expected when officials considered that the 8,100-tonne TAC had been reached. A further 900-tonne had been allocated to the Irish fleet.

Royal Navy helicopters and a gunboat have now moved in for a daily "poacher patrol" to ensure nobody defies the controversial ban.

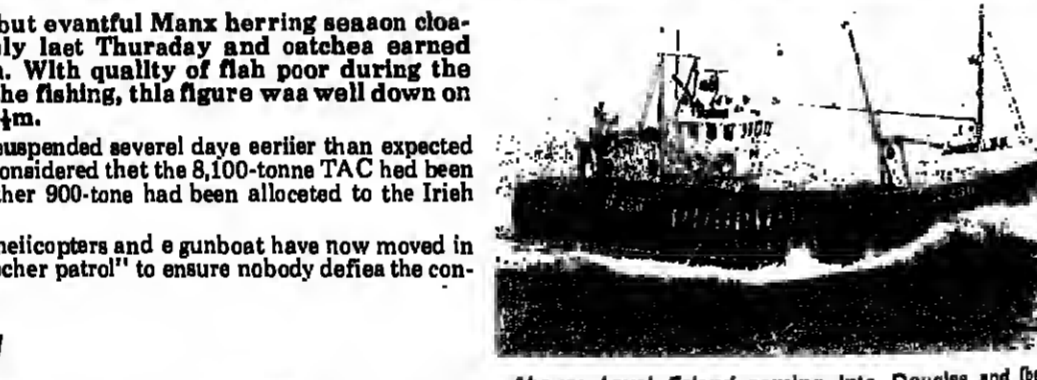
Curtailed

News of the early end to the season was broken to fishermen last Wednesday following meetings with their various associations, the processors, the Manx Board of Fisheries and others.

Lawrence Corlett, secretary of the Board, said they took the decision after calculations were made and it was thought the TAC had been achieved.

"There might be a slight shortfall," he said, "but it's better to be a few tonnes under than to overshoot by one unit." Prices when the ban started had been as little as £35 per unit of around 300 fish. This was attributed to a slackening in demand from the Continental and Scandinavian buyers who were fast running out of barrels to ship their purchases away in.

The fishery is now closed until the New Year. In this picture report we take a look at some of the visiting boats on the grounds.



Above: *Loyal Friend* coming into Douglas and Peterhead. Below: *Cemallia*, FR287.



Left: Fleetwood vessel *Amie Margaret* and (above) the Peterhead trawler *Victor*.

SPANISH DEAL— IRISH OUTRAGED

MINISTER John Silkin was continuing his blockading tactics in the EEC at the weekend by opposing an increase in licences for Spanish vessels on a permanent basis. At the same time Irish fishermen were outraged by the temporary agreement with Spain, which they claim is selling away their waters.

Mr. Silkin invoked the UK's vital national interests when objecting to the framework fisheries agreement concluded with Spain on September 23, which means an increase from 121 licences to 240.

He used the same argument as with the Norwegian framework agreement: namely that there could be no progress on the external parts of the Common Fisheries Policy until the internal parts had been settled.

Similarly, he insists that there must be a global agreement on the CFP rather than a series of separate agreements.

However, the German President of the EEC Fisheries Council, Joseph Erl, pointed out that as the UK has already signed framework agreements with Sweden and the Faroe Islands, her policy is inconsistent.

The one meagre achievement of the day was agreement on a vastly improved three-month interim regime for Spain from October 1 to December 31. The number of licences for Spanish vessels has been raised from 121 to 240 and, by using the coefficient for smaller vessels, the actual number could be much greater.

The licences are distributed as follows: west of Scotland (ICES Zone VI) 41, south-west Ireland and south-west England (ICES Zone VII) 108, Gulf of Gascony (ICES Zone VIII) 93.

The hake quota has also been raised from 2,650 to 4,500 tons. This follows a re-

that all nets be returned and also the value of the catch.

This is welcome news for Spain, as at present numerous Spanish fishing vessels are detained: eleven in French ports, one in Ireland and two more just arrested there, with another expelled from British waters.

Meanwhile West Africa, has also just arrested seven Spanish flag vessels and some 110 crew members.

Our correspondent in Spain reports that Spanish fishermen are rejoicing over the fishing deal with the EEC. Some 392 Spanish boats need licences for EEC waters and, at present, only 121 have them — less than one-third of the fleet.

£16,000 fine

THE SKIPPER of a Spanish trawler caught poaching 38 miles inside British waters was fined £16,000 with £160 costs by Plymouth magistrates on Monday. The vessel was ordered to be detained until the fine and costs are paid.

Earlier this month another Spanish skipper was fined £15,000 for a similar offence. On Monday Juan Jose Zubizarra, skipper of the 100ft. trawler *Chernaypo*, admitted fishing in British waters without a licence.

Presiding magistrate, Charles Evans, described the offence as a clear and serious breach of the law and said the bench thought it was time that Spanish fishermen came to know the perils of breaking our law.

Spotted

Anthony Collin, prosecuting for MAFF, said the trawler was spotted by the uninvited fishery protection vessel HMS *Guernsey*. Her position was fixed by the navigation officer who found she was 41 miles off Trevose Head and, therefore, 38 miles inside British fishing limits.

A hoarding party found less than half a ton of fish on board — mostly hake worth about £300. The skipper admitted having no licence to fish.

Robert Leest, defending, said the trawler was much smaller than the Scottish boats expected soon in the south-west.

Mr. Leest said there was a rumour that the Spanish Government ran a fund for skippers caught without a licence but this was not so. He said Juan Zubizarra and his three partners would have to raise the fine themselves, or forfeit their £250,000 vessel to the court's bailiffs.

In conclusion, he said the Spanish Government had given no assurance at all to pay their fishermen's fines. The fine was paid on Wednesday and, therefore, 38 miles day and she sailed off.

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COMMENT

ONCE AGAIN Minister John Silkin has invoked the wrath of the EEC with his blunt attitude towards conservation. The action that has been taken on minimum mesh sizes for Norway lobster and the extension of the pout box is just the start of a package of measures which are bound to set a few blood vessels popping in Brussels among people who go on talking about conservation, but are prepared to do nothing about it.

As these measures are non-discriminatory, British fishermen will suffer along with their EEC counterparts and whilst supporting Mr. Silkin there are, of course, questions being asked about the Minister's overall strategy.

Far from there being strategy, it appears to us that a balancing act is taking place. Mackerel is being seen as a hankar to tide the industry over until the slowdown on herring and the cut-back on haddock fishing allows these stocks to recover. Mr. Silkin's acceptance of the massive TAC on mackerel suggests that he is quite willing to allow the mackerel to be decimated as the price to pay for keeping boats fishing.

Whether this is right or wrong depends on which part of the country a fisherman comes from.

The big danger is that whilst we have mackerel at present to play with, without the shore-based facilities we have no control of the market. The reliance on Nigeria and the communist countries for the bulk of our mackerel exports puts us in a very vulnerable position. And if the price drops, Mr. Silkin's hankar could turn into a joker.

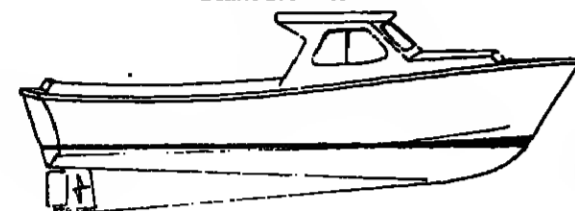
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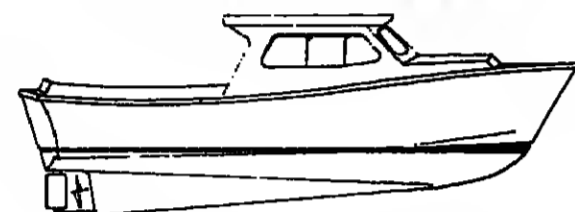
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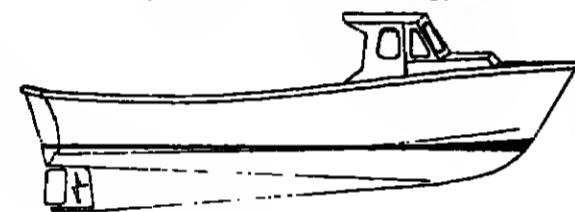
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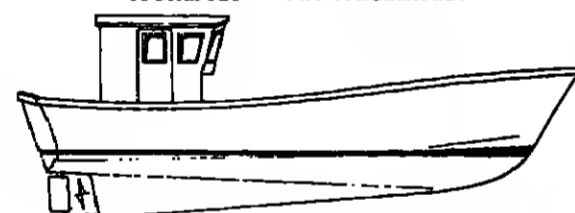
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MASSIVE FISH TRADE GAP AS EXPORTS FALL

BRITAIN'S trade deficit on fish products rocketed to a record £77m. in the first seven months of this year. In July imports reached £24m. — a rise of nearly 13 per cent on June. The trade gap was widened when exports fell by 17 per cent.

Frozen fish represented the biggest drop in exports during July, falling to just over £2m. compared with £2.7m. in June.

In the first quarter of this year, exports of fresh and frozen white fish were 139 per cent up on the previous year and this reflects the massive contribution being made by the mackerel fishing off the south-west of England. According to the White Fish Authority's *Supplies Bulletin*, mackerel ex-

ports were 773 per cent up on the previous year. Fresh and frozen mackerel now represents 77 per cent of total exports of fresh and frozen white fish.

Reliance

Although Nigeria was the biggest customer for British caught mackerel this year taking 21,502 tonnes, the *Supplies Bulletin* reveals the growing reliance on Communist transshipping operations.

Bulgaria topped this list with 12,187 tonnes, followed by the Soviet Union (10,979 tonnes) and East Germany (6,770 tonnes). A full break-down of the trade figures for July will be given in our *Fish Handling* supplement, October 13.

Silkin 'playing for time'

CONSERVATIVE policy chief Sir Keith Joseph, visiting Grimsby last week as the guest of the Grimsby Conservative Association, claimed the Agriculture Minister, John Silkin, is playing for time over the EEC fisheries talks.

Sir Keith said he believed the British fishing industry with its European involvement needed special attention and promised to ask Mrs Thatcher and the Conservative Minister for Fisheries, John Peyton, if they are willing to produce a party policy statement on fishing.

Visits

Sir Keith made a flying visit to the fish docks to see for himself the problems the Grimsby industry is facing. At the Grimsby Exchange Fred Perkes, president of the Grimsby Fishing Vessel Owners' Association, in a stirring speech heavy with statistics to emphasize the startling decline of the industry at Grimsby over the past few years, told Sir Keith: "What the industry needs is a policy statement from the Conservative leader."

He said the industry was not prepared to accept the small percentages the EEC

was offering Britain and if a Conservative Government were returned, the fishing industry would be one of the major items it would consider. Sir Keith disclosed the UK fishing matters were frequently discussed at meetings of the Shadow Cabinet. "We shall expect to negotiate with Europe fair treatment for the fishing industry in terms of both limits, conservation and stocks. After all Britain has by far the larger amount of water and fish of all the nations in Europe."

"Mr. Silkin is trying to play out time until an election. One day, sooner or later, a British Government will have to make a bargain with our neighbours. We think that a Conservative Government that doesn't contain characters like Mr. Wedgwood-Benn will be in a better position to negotiate a satisfactory fisheries agreement than the present Government."

Save

Earlier, when he was asked how a Conservative Government would go about saving jobs in the fishing industry on Humberide, Sir Keith said he felt subsidies in most cases did more harm than good.

Port's third record

THE LOWESTSTOCKY record has fallen for the third time this month. On Monday *Boston Sea Fury* (1000 tons) achieved a record of 121,784 lbs. in a 12-day trip.

Commanded by Skipper Victor Crisp, the vessel is returned from a 12-day trip Har 567-kil included 300 plaice and 153 of cod. This new record beat the performance of *Philips* last week. With a successful record-breaking trip, *St. Philip* had a figure up to £21,738.

JUBILEE MAKES IT TEN

GRIMSBY'S Jubilee Fishing Co. agency is taken delivery of a former Thyboron vessel fishing vessel *Amie* (L 957).

The vessel is to operate pair trawler under the command of former top deep trawler skipper Dave Scott. The arrival of *Amie* from Denmark has put the numbers of vessels operating from the agency to ten and there every possibility of further vessels being added in the too distant future. Built in 1968, *Amie* is expected to pair up with *Wovell*.

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September 29, 1978

TWENTY-FIVE FACTORY SHIPS FOR CORNWALL

SCOTTISH fishermen began negotiations last week aimed at making Falmouth the base for their biggest-ever fishing operations off Cornwall.

Mr. Lovie, chairman of the Scottish Fishermen's Organisation, predicts that there will be up to 180 trawlers in the south-west mackerel fishery this winter — twice as many as last season. Of these 100 will be Scottish — compared with 40 last season.

Mr. Lovie also predicts up to 25 Eastern bloc factory ships in Falmouth Bay and Carlek Road compared with an average of about 15 last season, which saw the introduction of the processing and transshipment operations off Falmouth.

The SFO wants to use Falmouth as a base for fuelling, watering and berthing facilities.

He says the deal could be worth around £8,000,000 for Falmouth in terms of the dockyard services, the regular purchase of bulk supplies of

food and other provisions from the town, and the spending activities of fishermen coming ashore.

Mr. Lovie anticipates that up to 95 per cent of the fish caught would be sold and transhipped at sea to the Eastern bloc factory ships.

If the plans materialise, the purse seiners and pair trawlers will start arriving in the area in late October.

Management at Falmouth Docks, part of British Shipbuilders, have had a first round of talks with Mr. Lovie, Mr. W. J. Lyon-Dean, chairman of the Herring Industry Board, and Robert McNab, the SFO's accountant.

Both parties are so far non-committal about the likely outcome, although further talks are likely to take place shortly. The Falmouth board is considering the proposals, and Mr. Lovie said earlier this week that he was ready to

return to Falmouth at 24 hours notice.

Peter Tierney, contracts manager for Falmouth Docks and Engineering Co. Ltd., said there could be "quite a lot in it" for Falmouth Docks and potentially a "fairly considerable" spin-off on the repair side.

The Falmouth move follows the herring boat elsewhere and the news that the Government will allow in the region of 100,000 tons of mackerel to be caught off the south west this winter.

Wrong

Mr. Lovie said his organisation believed "the scientists had got it wrong" but if the Government said they could catch 100,000 tons then they would try to catch it. Failure to do so could hamper future negotiations.

A windfall for Falmouth traders could be bad news for Cornish fishermen. For them, the arrival of yet more sophisticated trawlers, together with the increased catch quotas, presents another serious threat to their livelihood.

"It must in the long term affect the south west fishery and local fishermen are not going to like it," said David Chilling, Falmouth manager of Cornwall Fishermen Ltd., the area's biggest co-operative.

"The fact that 400 or 500 families down here might not be able to make a living any more in the winter doesn't seem to bother the Government as much."

"I imagine the Scottish vote — and the vote in Grimsby and Hull — is a lot more valuable to the Labour Government than the Cornish vote, which they don't expect

to get anyway." He added: "I don't seriously think that any of the Scottish or east coast boats welcome the increase in the catch quotas."

"I don't think you will find a single Cornish hook and line fisherman who seriously believes that the mackerel will be here in five years' time as they are now."

"I assume the Government is orientated towards international wheeling and dealing, trading Cornish mackerel for Russian cod. A few years at this level of fishing will kill the mackerel fishery and I don't suppose the Government will really care."

David Mudd, MP for Falmouth — Camborne, commented: "While in the short term it could mean a great deal of revenue for Falmouth, would this not be at the cost of the Cornish fishing industry? Could it be short-term gain, long-term disaster?"

After his talks at Falmouth Docks, Mr. Lovie and his colleagues met Captain David Banks, Harbour Master and Clerk to Falmouth Harbour Commissioners.

Captain Banks gave them copies of the letter recently circulated to all masters of the Eastern bloc vessels working at Falmouth last season, urging measures to reduce noise, smell and anchor dragging, which prompted numerous complaints.

"I hope there will be no snags," said Captain Banks. "We weren't really prepared for last season's operations, and we hope this year's operations will be more controlled."

Claim when training

SHARE fishermen going on full-time training courses can claim credits for contributions paid to the Department of Health and Social Security.

Following enquiries from members, the Fisheries Organization Society has been looking into the situation and has obtained the following information from the DHSS.

Leaflet NI 125, obtainable from local offices of DHSS, shows that it is possible for a share-fisherman undergoing a course of full-time training to be given credits for weekly contributions. This is subject to certain conditions set out in the leaflet.

These conditions (which are contained in Regulation 7 of the Social Security (Credits) Regulation 1975) relate to the contribution record, length of course and age (over 18 before the beginning of the tax year in which the training period occurs).

Claims to contribution credits must be made on Form CF55C (also obtainable from the local office of the DHSS) to the DHSS General Section, Records Branch, Newcastle-upon-Tyne, NE98 1XX.

If the application is approved, a formal certificate of attendance at a course of training will be required which should be completed and returned at the end of the course. Credits awarded will then be added to the fishermen's records.

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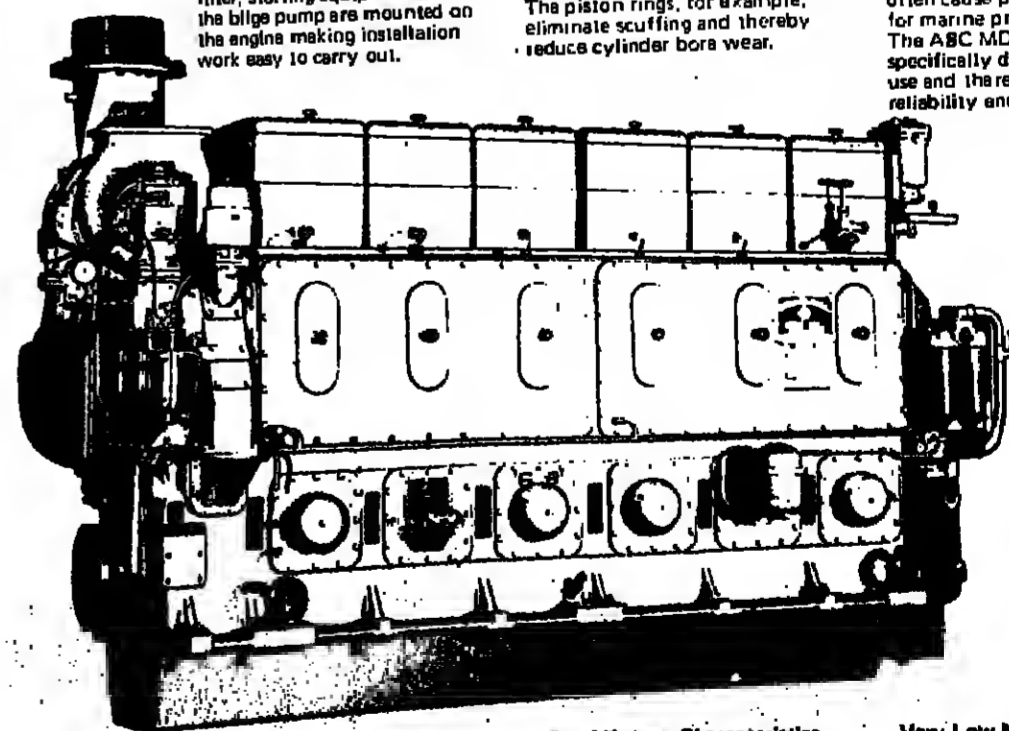
Because 60 years experience in the design and production of these engines means ABC have unrivalled expertise.

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Maximum power is obtained at 750 RPM. High speed engines are designed for industrial applications and consequently often cause problems when used for marine propulsion work. The ABC MDX engine has been specifically designed for marine use and therefore will provide reliability and low running costs.

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The material mass correctly positioned absorbs a considerable amount of noise. In addition, the low velocity of air on the MDX engine results in a low noise level.



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Sounders and sonars

IF YOU want an inexpensive sounder for use in an inshore boat or for wreck fishing here are some instruments - recently available in this country - that will be of interest.

The Yachtex FA 200 sounder appears to incorporate all the facilities required for inshore fishing with one or two desirable ones in addition.

It indicates seabed and fish to depths of 200 metres both by means of a neon fishing light and on 10cm wide recorder paper. Transducer frequency is 200 kHz and power supply required is 12 volts DC.

The Yachtex is fully transistorised and the recorder paper can be illuminated at night. A four stage depth selector is incorporated and so is an external noise suppressor which does not affect the instrument's sensitivity.

Facilities not usually incorporated in small inexpensive sounders include a marker button which can be pushed to make semi-circular markings on the paper and so record events, and an alarm switch.

The alarm switch can be set to emit a sound signal when echoes from targets are received.

The sounder is obtainable from: Yachtex Ltd., 372 Prince Avenue, Westcliff-on-Sea, Essex.

The sonars now available are Models 330, 860 and 990 from the Vexilar range of Video-Sonars, which all present echoes from targets on a cathode ray tube screen instead of on recorder paper. Because they have no moving parts in them, they can be produced comparatively inexpensively and cannot fail mechanically.

Wheelhouse units measure 10 x 7 x 8 in. and weigh 10-12 lb. They can be operated from 12, 24 or 32 volt DC power supplies.

Power transmitted through 75 kHz bronze transducers is 150 watts and depth ranges of Models 330 and 860 are 0-30, 0-60, 0-120 and 0-380 ft. Depth ranges of Model 990 are 0-80, 0-120, 0-380, 0-720 and 0-1440 ft.

On/off and power switches as well as switches for controlling sweep speed and range, sensitivity and brightness of the picture are fitted around the screen of the Model 990.

There are fewer controls on the display unit of the 330 and more on the display unit of the 990, one of them being for seabed discrimination.

Further particulars of the instruments are obtainable from: Axiatic Electronics Ltd., 38 Bernard St., Edinburgh.

Catch indicator

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Cod reaches £80-a-kit at Grimsby

WORRIED MERCHANTS BIDDING HIGH

GRIMSBY landed its first distant water trip in three weeks when Boston's stern dragger Boston Halifex (Sk. Ray Harries) returned to port after a 24-day Bear Island trip last week.

The vessel caught the port during another period of slack landings to collect the top grossing of the week worth £27,167 from 859 kits, mainly codstuffs and reds. Boston Halifex is to be switched to Fleetwood soon.

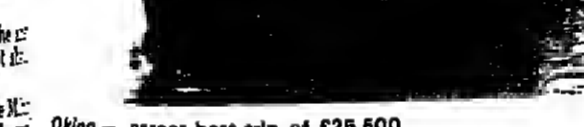
The news that the lumpers had once more voted to maintain their ban on Icelandic wet fish trawler landings and the continued short markets - less than 20,000 kits landed for the third successive week - produced a whole range of big prices.

Worried merchants had to keep continuity of fish to their customers, so best cod hit £90 per kit with regularity, while codlings made £40 with relative ease.

Large haddocks were a bargain at anything below £65, as was best-quality plaice. At the luxury end of the markets, Dover soles and turbot both ran up to £230 per 10-stone kit for head-on and ungutted fish.

It was only the shortfall in landings which kept grossings at a respectable level and some 2,000-plus boxes of overland fish, mostly from Scotland, helped plug the gap.

But as winter comes it will not be long before the anchor-



Okinawa - career best trip of £25,500.

Fleetwood—no fish two days running

FLEETWOOD had its worst fish supplies period in months last week. Only six vessels landed and the port was without fish on both the Tuesday and Wednesday.

Jim Cross, president of the Fleetwood Fishing Vessels Owners' Association, said the situation had been brought about by a combination of factors.

There is the local lack of vessels and then bad weather hit fishing and also schedules. No Icelandic vessels were available to fill the gap, he said.

Only one Icelandic ship landed last week. Fleetwood brought in 824 kits, including 400 of cod and 100 of haddocks, 150 of cod and 50 of reds, which sold for £23,701.

Top local vessel was the stern trawler Govino (Sk. Charlie Scott). She worked Rockall during her 15-day voyage and returned to port with 588 kits, including 30 of cod, 300 of haddocks, 30 of cod, 100 of dogs and 20 of plaice, which met a good market to earn £18,298.

Govino's sister ship, when landed later in the week after being constantly battered by hurricane-force

seiners tie up until 1979 - and they are currently providing at least half of all fish landed at Grimsby.

Under these circumstances fish merchants fear Grimsby is likely to undergo the worst winter ever unless the lumpers reverse their decision on landing Icelandic wet fish.

H. L. Taylor's Okino (Sk. Dave Venney) was overall runner-up to Boston Halifex with an 18-day Faroes trip of 702 kits, including 290 of codstuffs, 95 of haddocks and 285 of cod, which grossed a career-best of £25,500.

The same firm also scored

well when Okino (Sk. Bob Penketh), back from 17 days to the same grounds, clocked up £20,387 from 533 kits of cod and haddocks.

Sandwiched between the pair came BUT's top tripper Ross Jackal (Sk. Paddy McCarthy) on £21,520 from 523 kits, largely haddocks, after 16 days in the North Sea.

As expected, Skipper Villy Thomassen in Raamine collected the £1,000 in a grossing of £12,101 to top £100,000 for the year through the Chapman agency.

'KINSMAN' OFF TO THE SUN

THE Boston Group has sold the side trawler Boston Kinsman to Sicilian owners at the port of Mazara del Vallo.

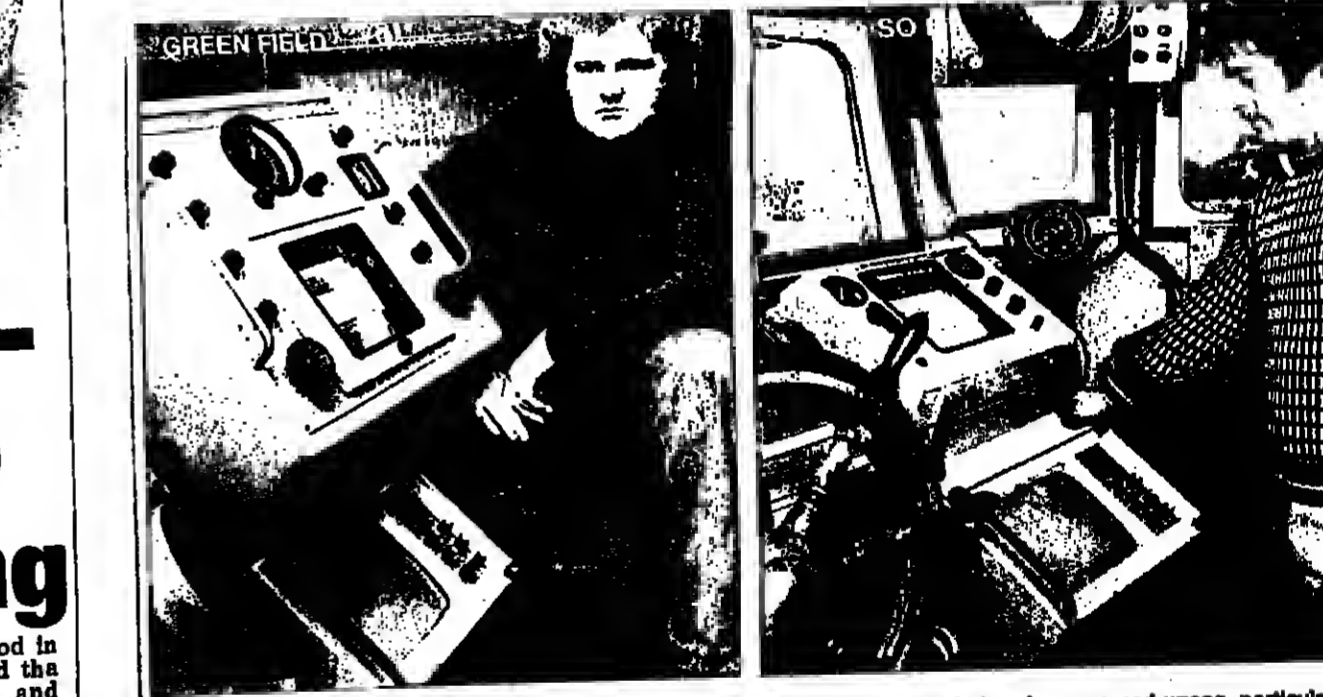
The vessel had been renamed Nuovo Didoro and sailed from Lowestoft just after mid-day on Thursday last week with a scratch Anglo-Italian crew under Skipper Ernie Thompson.

Sold

The 202-ton vessel was built at Lowestoft by Richards Ironworks in 1960 to the order of Small & Co. (Lowestoft) Ltd. She sailed in this fleet as Suffolk Kinsman until 1974 when she was sold to the Boston Group and took the name Boston Kinsman.

Until now she has worked from Lowestoft, although over the years some catches were landed at Grimsby.

Simrad SQ4 and SL sonars together with the new CQ Sonar Scope offer: ■ Long range detection ■ Excellent definition of MACKEREL, HERRING, PILCHARDS and SPRATS.



It has been said that mackerel could only be seen on high frequency sonars. This has been proved wrong, particularly by Mr. Tom Stevenson of 'Green Field' and Mr. Alan Nicholson of 'Pescosco II'. The skipper of 'Green Field' and 'Sedulous' were also among the first to detect mackerel on their SQ sonars at 1200 to 1750 m. and other fish at the full 2500 m.

Mr. Stevenson (SQ sonar) is very impressed with the large CQ scope. Its memory store gives a steadier picture, making it easier to determine the size, shape and direction of the shoal. "A lovely picture" he said, "a big advance on existing scopes. It gives good returns at 2500 m. with mackerel at 1250." He also liked the master/slave facility and very short ranges provided.

Mr. Nicholson was the first to try out a modification to the SL sonar which greatly improves fish detection, especially mackerel. "I'm very pleased with this" he said "I'm getting mackerel at 1500 m. by day and 500 by night." He was also delighted with the new CQ scope, particularly the definition, master/slave facility which saves paper, and the offset arrangement.

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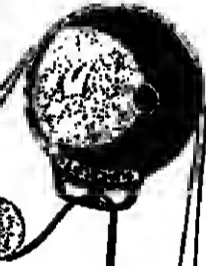
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Skippers in Manx herring upset LICENSE 'PAIR TOGETHER

ABOUT 18 Peterhead-registered vessels took part in this season's Isle of Man herring fishery. The issuing of licences was a problem and the way they were allocated was branded 'unfair' by the Scottish Fishermen's Federation.

One local pair was not able to join in because the skipper of one of the boats had not been granted a licence. The vessels are the 86ft. *Lorenzo* and *Benvolio*.

They were bought from Fleetwood earlier in the year by skippers Arthur Buchan and Peter Ritchie and have been pair trawling together for white fish during the summer.

Skipper Ritchie was denied a licence on the grounds that 'he was not a traditional herring fisherman'.

Skipper Buchan was given a licence, but he told *Fishing News*: "I can't pair trawl on my own. Why don't they give licences to a pair of boats rather than just to one?"

"What we would like to know is: what do you call a traditional herring fisherman?"

Skipper Ritchie said that he had been a herring fisherman for near on 20 years—ten of them as skipper. His father and grandfather had also been full-time herring fishermen, so Skipper Ritchie feels he has had an excellent grounding in the fishery.

He has not fished for herring during the last few years, but pointed out that this was because he had fallen foul of another restriction. This time it concerned herring fishing in the Minches.

In 1970 he took command of the 100ft. *Illustrious* only to find a ruling was introduced to prevent this larger type of boat from working the Minches.

Therefore, he fitted *Illustrious* out for seine net fishing and concentrated on the Minches.

Below: the 80ft. *Cavalier* has started pair trawling for white fish under Skipper James McPherson. Her partner will be the wooden boat *Sustain*.

this until taking over *Benvolio* earlier this year.

Even though he has not fished for herring for a few years, Skipper Ritchie feels that his earlier experience of the fishery should class him as 'a traditional herring fisherman'. The licences are issued from the Isle of Man. ANOTHER unhappy

Peterhead boat owner is skipper Tommy Milne, part-owner of the 78ft. wooden-hulled seiner *Starella*.

Three years ago his propulsion machinery was damaged when his propeller

Mr. Milne said that the MP for East Aberdeenshire, Douglas Henderson, is still fighting the case and has brought the matter up in the House of Commons.

THE white fish fleet based at Peterhead continues to prosper and it is quite usual for 60 boats or more to land catches in one day.

Many seiners went through a sticky patch earlier this year, but their catches improved as the summer wore on and now a number of boats are doing very well.

On Wednesday, September

Sunbeam, which recently grossed £17,673 for 600 boxes, was built at the Richard Irvin yard in Peterhead for Skipper William Smith of Looemouth and both he and Kestrel work through the Grampian Sea Fishing Ltd agency.

Haddock

Several seiner skippers planned to switch to haddock pair trawling for the first time this summer, but the seine net fishery proved. However, quite a number of seiners have been fitted out with pair trawling gear and may yet try the method.

Now that a smaller haddock quota has come into operation, the pair trawl could be a useful alternative to seine netting as it enables boats to catch a greater quantity of other fish such as cod and coley.

During the summer there were as many as nine pair trawling partnerships working from the port. One or two teams were new to the fishery, although the majority had worked the method in previous years.

Catches from white fish pair trawlers for the year to September 2 amounted to 75,300 cwt. worth £1,793,895 as against 46,050 cwt. valued at £1,040,891 during a similar period in 1977.

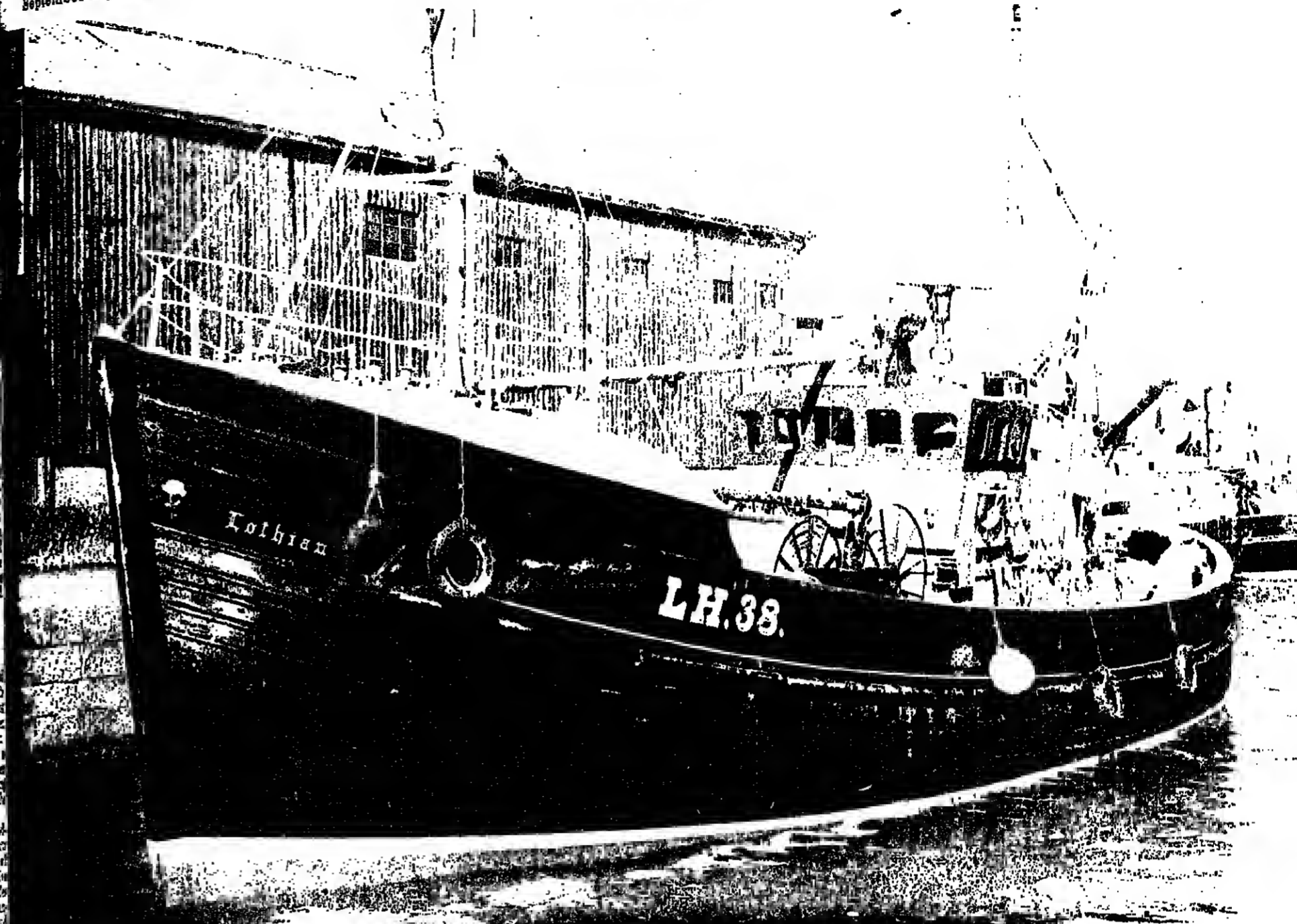
Quite a number of the pair trawlers switched to haddock the Isle of Man while several other vessels have just been set up for the white fish pair trawl during the last few weeks.

The 80ft. steel vessel *Cavalier*, at the 79ft. wooden-hulled *Sustain*, fish under skippers James and William McPherson of Hopman and they have been pairing for a few weeks.

Two others have started—namely the 100ft. registered steel boat *Defiance* and *Falcon*, fish under skippers William More and George Sutherland.

Another pair are gearing up to start in the near future: the two Buckia-owned wooden boats *Ocean Hunter* and *Aeolus* commanded by skippers George Cairns and George Findley.

September 29, 1978



Kestrel fishes under Skipper Andrew Clark. Her Remme rope reel unit (left of the wheelhouse) features. Ropes can be turned and the unit is working well.

The 80ft. seiner *Kestrel*—skippered by Ian Sutherland—landed a catch worth £18,696 last week.



SOARING WHITE FISH MARKET

SUMMARY OF WHITE FISH SOLD AT PETERHEAD			
March 1-1978	132 boxes	53,879 Tonnes	£7,069,257 = £131.02 per Tonne
March 1-1977	873 boxes	54,810 Tonnes	£9,662,776 = £176.94 per Tonne
March 1-1978	322 boxes	51,576 Tonnes	£9,536,611 = £184.86 per Tonne
March 1-1977	238 boxes	48,327 Tonnes	£9,744,418 = £201.64 per Tonne
March 1-1978	825 boxes	66,222 Tonnes	£18,166,076 = £274.32 per Tonne
March 1-1977	806 boxes	66,711 Tonnes	£26,634,973 = £399.64 per Tonne

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50 years ago

SEPTEMBER 29, 1928

PRELIMINARIES of new harbour scheme at North Sunderland Harbour, Seahouses, are going quickly. If scheme is given financial go-ahead there will always be about 5ft. of water in both harbours at the lowest level of tides.

FIRST boat in Scottish herring fleet, *Convalera* of Banff, arrives at Yarmouth with a landing of 180 crans worth £200.

Recalling some of the stories which appeared in our columns this week 50 years ago.

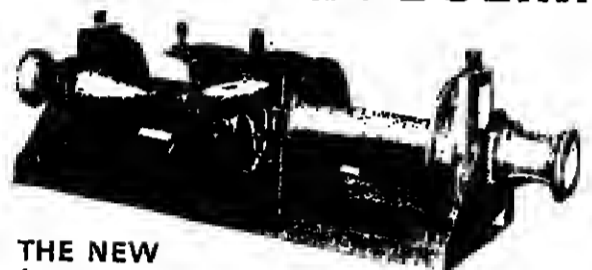
ROYAL National Lifeboat Institution appoints Commander E. D. Drury — Inspector of lifeboats for northern district — to deputy chief inspector of lifeboats in place of late Commander Stamford C. Douglas, R.N.

1,450 TONS — largest ever landing of salt at Yarmouth — is discharged by steamer *Curran* for Anglo-Scottish Herring Co.

DEMAND for boned kippers reaches highest ever at Fleetwood Dried Fish Co. Ltd. Production increased by 300 per cent since boned fish first introduced. Further improvements planned for modernising machinery in factory.

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1/2 Ton to 1/2 Ton Deep Vee Pulley Automatic Haulers up to 300 feet per minute.

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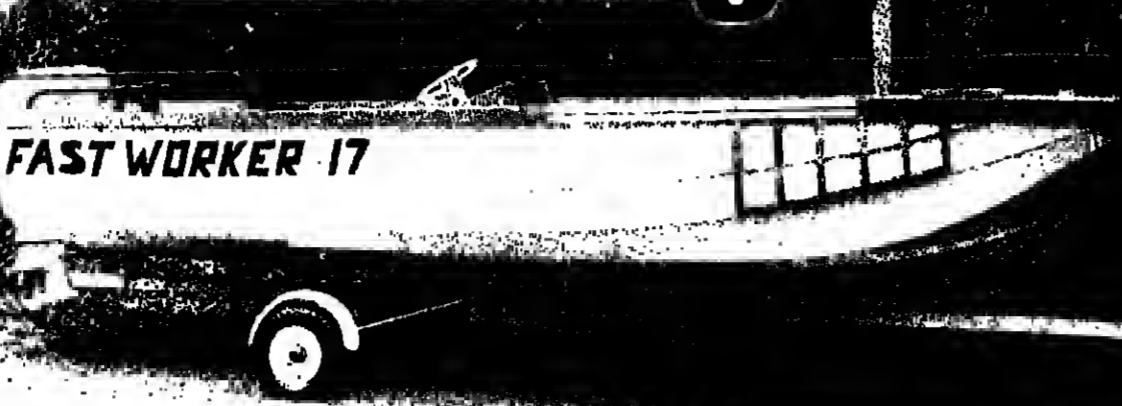
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Another 'flyer' for fishing



FORMER fisherman Mike James of Truro, Cornwall, is producing a fast 17ft. long potting and netting dory and now has a 21-footer on the drawing board. This new model will go into production next summer.

Mike James drew on four years' experience as a skipper-owner from Cornwall to design the dories which he has called the Fastworker.

For a number of seasons he operated the 30-footer *Milward Pen*, based on a *Freemare* Marina double-ended GRP hull, on mackerel fishing from Falmouth and potting at Padstow.

The idea to build a shallow end fast small boat came when he wanted to fish some local grounds from a harbour which dried out. He had a mould built for the Fastworker 17 which he now produces in a shed on his own premises.

The prototype was completed 14 months ago and, since then, he has sold the 30-footer to concentrate on producing the dories. Five have been built so far for fishing from Scotland and Ireland and the prototype has gone to Scotland, too.

This 'craft' is now named *Serena* and works inshore at the Mull of Kintyre, powered by a 20 hp Yamaha outboard which gives her a speed in excess of her planing requirement of 15-16 knots.

The GRP hull is a well-proven triple 'V' and 9oz. to 16oz. lay-up is standard. A combination self-hauling *Spencer-Carter* capstan, driven by a Briggs & Stratton auxiliary engine via a clutch and gearbox, comes as standard if required. Hauling is via the davit mounted wall forward and an open-sided block. Speed varies with the rpm of the controllable

auxiliary, but 100ft. per minute can be achieved. Mike James says the Fastworker is a modern boat fitted out traditionally with heavy iroko gunwales and generally heavy construction. The deck is sheathed in GRP and is then coated with sand and resin mixture to give a good non-slip finish.

Under the deck is foamed insitu polyurethane foam, which provides a buoyancy 'raft' of at least 1,500 lb. Being of a closed-cell structure, it will continue to float and be serviceable even in the event of hull damage.

A self-draining outboard well has two lockers either side: one for fuel, one for battery and general gear. Auxiliary outboards can be stowed under the foredeck.

Outboards have proven to be the most practical power unit in terms of deck space, easy replacement in the event of a breakdown, economy and — most important — correct

weight distribution for level planing. A 10hp outboard enables the boat to be used as a normal displacement vessel, giving eight to nine knots, and as such would be a medium alternative to the 'cove' boat having a larger, more stable working platform.

For faster working, 30hp gives about 22 knots; 55hp 32; and 85hp 42. Both diesel and petrol inboards can be quoted for, however. Modifications for ease of working are being made on the next 17-footer. The auxiliary winch engine is to be mounted inside the foredeck and the helm position is optional amidships, or on the forward bulkhead.

Boats are custom-built and individual requirements can be met. Price is £1,395 and an outboard is bought with the boat, Mike James will supply and fit the remote controls free.

The boat now under construction is for salmon netting in summer and prawn creeling in winter. Her owner is Sandy MacLachlan of Durness, Argyll.

He is very confident that with the 56hp Yamaha ordered, the Fastworker 17 will be able to work his 30ft. creels without problem.

Left: the prototype. A new deck layout is being tried out with the latest 17-footer. Both the steering and controls are moved forward.

Above: the prototype Fastworker 17 now pending in Scotland.

The launching was traditional from the lifeboat slipway to St Ives and only children and the owner of the boat were allowed on board for the first trip around the bay.

The next scheduled launching is this week. Another DS 25 completed by Treve will be used as a stern trawler from Lowestoft. She has a traditional mahogany wheelhouse, watertight decks, and extensive equipment including Treve's new hydraulic winch equipment together with a gantry, Seavoice radio and Depmar sounder.

The winch equipment consists of a 1-ton trawl winch mounted aft of a fresh water cooled Lister HRW3MGR2, with manual gearbox, driving a 20in. x 14in. propeller. The boat is the first to be fitted with the new Treve TM 1-ton hydraulic winch with two warping drums, dog clutches, capstan head and brake bands on each warping drum.

The hydraulics are driven off the stub shaft of the Lister, which also drives the new TM system II 1,000lb. pot/line hauler with friction clutch and 6in. capstan head, mounted above self-hauling sheaves.

She also has dual-station controls and is one of the first DS 25s to be fitted with a semi-balanced underhung rudder.

The plug to mould the new DS 25 hull is now almost complete and ready for viewing. Treve Marine's north of England agent, John Shearer of Scarborough Boats, is to have the plug for the mould, and three hulls are to follow to Gores Yacht Service.

One DS 25 was stacked inside another, with the Cove Boat inside that. The hulls were all well packed with foam and carpets, and arrived in excellent condition at Jersey.

Last month three boats were delivered to Gores Yacht Service in Jersey at the same time. Two DS 25 hulls and one Cove Boat hull were Gores's first transaction with Treve.

Treve Marine is now the sole agents for a range of line and pot haulers which are competitively priced. The gear is proving to be very popular with full time fishermen all over the country.

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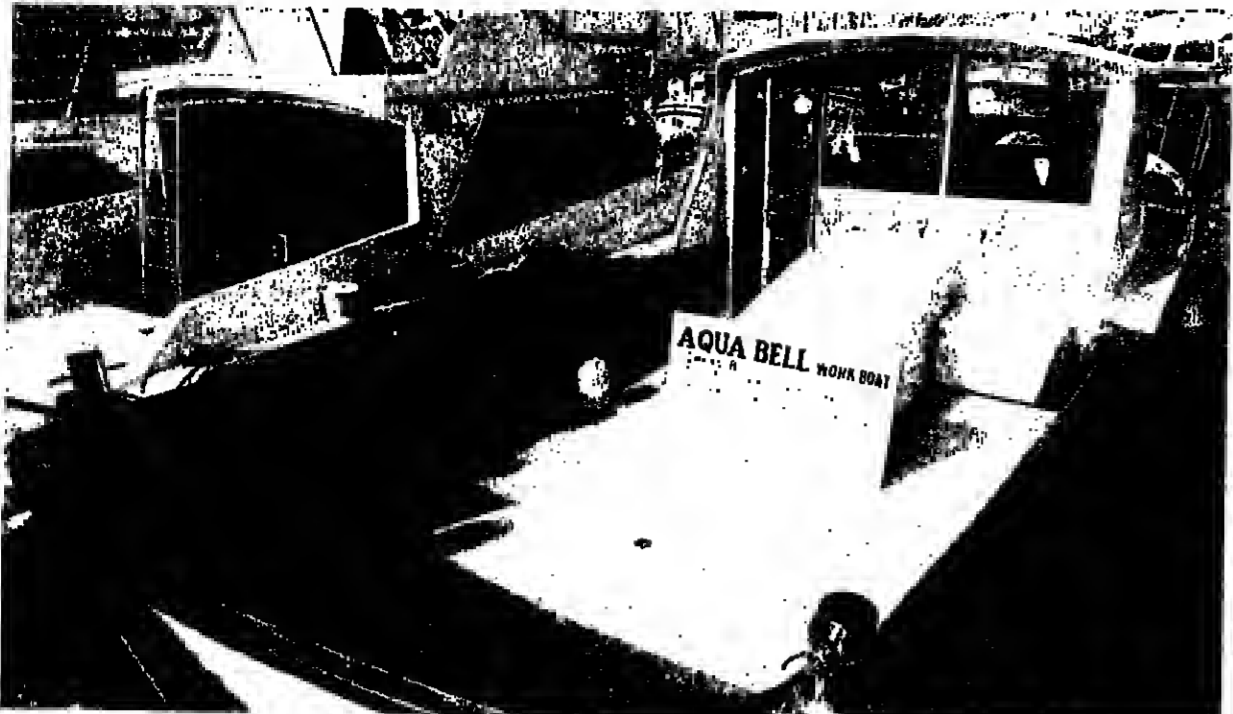
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SOUTHAMPTON REPORT



Left: the Mk. II Aqua-Bell 33 is a well finished boat for the man who combines fishing and party work. Above: all the way from Ireland is the Kerrig 24 potter.

ENGINES were the main attraction for fishermen at last week's Southampton Boat Show, but there was also a number of new fishing boats.

Star attraction was the Rank-Versatility 35, a version of the GRP hull 35-footer constructed with a balsa core which does away with the need for internal framing. The craft on show is the first to be fitted out by Rank Marine of Hamble in a new co-operation venture (story and pictures soon).

With Avon-Brunel not turning up at the show with its 35-footer, the only other fishing boat in the larger size was the Mk. II Aqua-Bell 33. This craft comes under the heading of fast fishermen and the firm has made a very good job of this new version. It is perhaps too well

finished for the average fisherman, but could be suitable for men who combine angling parties with fishing.

Coming down in size there were several fishing boats around the 23-24ft. mark. One of the most interesting was a double-ender with simulated clinker planking from Ireland. The Kerrig 24 is built by Darragh in Co. Monaghan and was fitted out as a potter. The deck and fish hold layout can be varied to suit individual requirements.

The same goes for the Chennel Islanda Fisher built by Silva Yates Plastics Ltd. in Jersey. The model at the show had a forward wheelhouse, but both layout and equipment can be varied to suit customers.

Enquiries for fishing boats were running at a good level, but Marine & Industrial Engineers Ltd. was the only firm to report a sale. This was for one of its Spertan 23 potting boats — and there were good hopes of a second sale.

The dory-type of boat of around 17ft. long is attracting the interest of fishermen and the Arun Yacht & Boat Co. reported considerable interest in its Arun 17 recently featured in *Fishing News*. This craft is unusual in having a water jet drive.

Many of the major engine manufacturers chose Southampton to introduce new engines. Perkins had its new range 4 series on show for the first time.

A variety of engines are all based on a new six-cylinder engine which develops powers from 98 hp to 165 hp, the latter being the turbo-charged version with pleasure craft rating. The range has been developed for better fuel economy, greater durability and higher power outputs.

Peters introduced a new engine based on the Volkswagen Golf diesel. This four-cylinder unit comes in two versions, 38 and 24 hp. Lister has extended its range of engines upwards and at the show the main exhibit

was the turbo-charged version of its six-cylinder and water-cooled diesel which produces 250 hp. Although primarily designed for high-speed craft, this engine features the quality engineering for which Lister is famed and could well prove attractive to fishing boat owners.

Mercraft has re-introduced an old favourite. Originally named the 570, its four-cylinder diesel based on the Ford engine has now reappeared as the 60.

Much of the equipment at the show was equally suited

for fishing and pleasure use. There was a wide range of heaters, including several new models.

Taylor now offers a complete packaged version of its diesel and paraffin heaters which allows the owner to fit the unit himself. These are old favourites with fishermen.

New to the scene is a Swedish heater, the Aerotemp. This diesel fuel heater incorporates a fan and is suitable for a ducted hot air system. Optimus, which has a long reputation in cookers and heaters, have introduced

several new models using butane or propane. Their Maxi and Mini Catalytic heaters are compact and safe and new cooker units combine gas rings and an oven in one compact unit.

Flavel is, perhaps, better known in the caravan market, but some of this firm's equipment is equally suited to boats. Of interest to fishermen is a combined sink and cooker unit in stainless steel. Combining these two units makes for very easy installation.

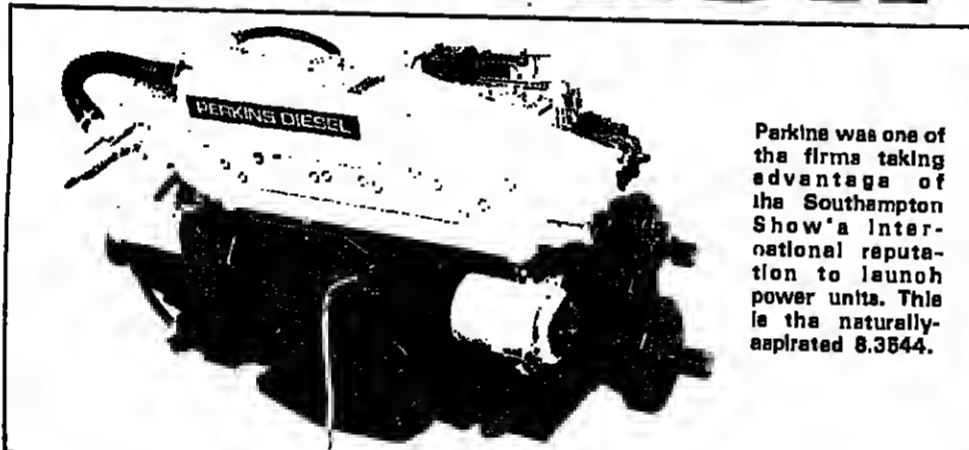
Also caravan origin is the Carver range of ducted hot air heaters. These use LP gas as the fuel and the heating unit is completely cabin sealed.

A variety of alarm systems were on show and the range and capabilities of these units are continually being extended. The Sealarm has been designed specifically for marine use and can incorporate a wide variety of alarms from flood tridlers to gas and bilge leaks.

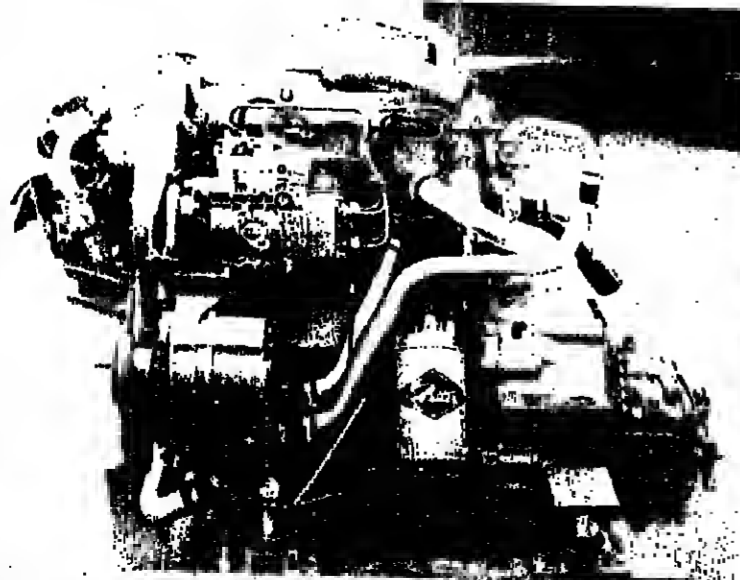
Still on safety, RFD introduced a four-man version of its Sessava liferaft. While this does not yet have DIT approval, it is ideal for the smaller fishing boat not governed by DIT rules and its low cost makes it particularly attractive.

Lucas Marine has introduced a new range of navigation lights to conform with the new IMCO regulations and it has also added to its wide range of electrical equipment designed for small boats.

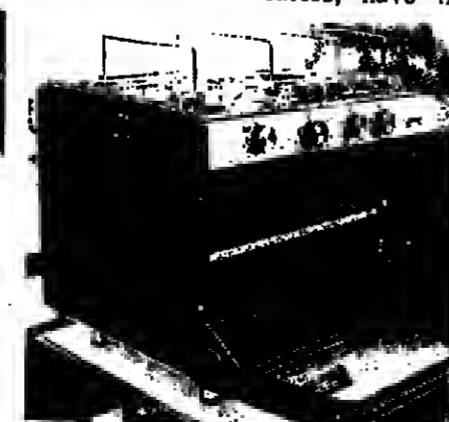
As GRP boats are becoming common for fishing, a new GRP paint system introduced by International Paints is of interest. It has the unlikely name of Perfection 709 and the new system is reputed to make painting much easier and long lasting.



Perkins was one of the firms taking advantage of the Southampton Show's international reputation to launch power units. This is the naturally-aspirated 8.3544.



Peters' new four-cylinder diesel first seen at the show. The firm recently clinched an export order for 180 of its 22.5 hp air-cooled units.



Above right: the Aerotemp heater uses diesel fuel and is made in Sweden. Right: Lister's new 250 bhp diesel has a front power take-off able to handle 75 per cent of engine power.



Brave Bear Isle trek

SKIPPER Leonard James Savage — whose death at 37 was reported in *Fishing News* last week — will probably be best remembered for his part in a famous rescue.

The rescue involved the crew of the Grimsby trawler *Bea* which had grounded off Bear Island in the 1930s.

Due to the conditions and the sea running at the time, the stricken vessel could not be approached from the sea and Skipper Savage, then in *Lady Rosemary* of Hull, played a prominent part in rescuing the Grimsby crew by an overland journey across Bear Island in atrocious weather. They hauled the Grimsby crew to safety up a cliff.

They had very little in the way of protective clothing or rescue equipment. The round journey was of several miles in almost complete darkness and freezing gales and their efforts were recognised by awards from the UK Mutual Trawler Owners' Insurance Co.

Skipper Savage was the son of Skipper Benjamin Savage, who for years was senior 'Admiral' to the Kelsall Brothers & Beeching firm's huge fleet of North Sea trawlers.

As a youngster he opted for single boating and came to Grimsby where he was apprenticed with the Grant Steam Fishing Co. Later he switched to Baker & Green before joining the Carrigan Fishing Company of Hull.

'Irvana' goes on mackerel

AN EARLY start to mackerel fishing has been made by Skipper Frank Wilson in the Fleetwood stern trawler *Irvana*.

She has been working mackerel off the west of Scotland and landing catches at Scottish ports. She will soon head south with other Fleetwood-based J. Marr and Beaton vessels to work the south-west grounds.

The small J. Marr stern trawler *Igeno* and *Norina*, which have been white fish plying, will soon be single-boating on mackerel. Their sister ships, *Armona* and *Norana*, are expected to continue plying until the winter when they will probably go single-boating for white fish.

OYSTER SIZE LIMIT 'YES'

SUSSEX Sea Fisheries District has been granted permission by the Fisheries' Ministry to enforce a by-law limiting the size of oysters caught to above 2 1/2 in.

The by-law also limits oyster catching to the period between November 1 and April 30. No person can dredge for oysters between May 1 and August 4, except for cultivation.

Sussex chief fishery officer, Jim Howell, said the by-law was needed to protect new oyster beds which could start spontaneously from oysters which drift from beds in the Chichester Harbour Conservancy area and also, those recently laid down at

MORE BOATS, FEWER JOBS

£2m Spanish plant is a 'back-door con'

IRISH SOUTH-WEST coast fishermen have described the Spanish Pescanova plan for a £2m. Southern Irish Government-backed fish plant at Castletownhere, County Cork, as a "back-door" method of getting Spanish boats registered in the EEC.

The proposal (*Fishing News*, September 22) was announced two weeks ago by Brian Lenihan, the Irish Minister for Fisheries. It has been awaiting completion for many years and Mr. Lenihan said it would go ahead. A similar proposal is being considered for the north-west.

However, Castletownhere fishermen told their Irish correspondent that the Spaniards were using the project to get into Irish waters. Until Irish fishing fines were increased from £100 to £100,000 the Spanish had lost interest in the proposal. Indeed, claimed the fishermen, they had positively indicated that they had no further interest.

Suddenly, when the fines shot up, they were interested again.

Castletownhere fishermen had to need processing facilities. At present the nearest plants are 120 miles away and fish quality can deteriorate on the way, with consequent loss of price.

Pescanova's proposal to set up a fish processing plant under the name of an Irish firm called Eirvana seemed to call all that. But the reality, according to Irish fishermen, is turning out to be considerably less than the promises.

Originally Pescanova promised a full-scale fish processing factory on Dinis Island, with local employment for 200 people and the plant being supplied by three

boats of its own and buying fish from Irish trawlers.

However, after a meeting in Castletown with representatives of the firm, local fishermen said that the Spaniards intended to bring in at least nine boats and probably more, and to provide only 38 local jobs with none of the badly needed fish processing facilities.

One proposal put forward by the Spaniards was for six trawlers over 100ft. long, with a further six licences to be granted at a later date.

Castletownhere Fishermen's Co-op said in a statement that this effectively ruled out participation by their members, as six Spanish trawlers each with a capacity for 21 tons a day would more than meet the plant's requirements.

At a press conference in Castletownhere the chairman of the co-op, Pat Murphy, told our Irish correspondent that they believed the Spaniards are now aiming for a transhipment centre.

"It is obvious to us that Spaniards, who have been left out in the cold by EEC fishery rules, are using this project to get into our waters through the back door."

"The fact that they now envisage only 38 jobs is ample proof of their intention to use

Dinis Island merely as a transhipment base. Under the agreement it is now seeking there would not be a role for local fishermen," he told *Fishing News*.

"We weren't very impressed by the Spaniards when they met us. We believe that all the benefits will go to them and that this project is just a 'front' to get more Spanish boats licensed within the EEC."

"We want to make it clear that we will welcome Pescanova if they come with the original proposals which they had," he told *Fishing News*.

It was also revealed in Castletownhere that an Irish-based company, the Irish Agricultural Wholesale Society, is interested in establishing a fish meal and processing plant at Dinis.

There were problems in getting agreement with the Department of Fisheries.

Dinis Island, across Castletownhere harbour from the main fish dock, was established by the Government as a centre for fish processing industries when the harbour was designated a "major fishery centre."

A costly bridge linking the island to the mainland was built 41 years ago, but Dinis has still not got many facilities. On the same day as Castletownhere fishermen protested against Pescanova's plan, two more Spanish boats were reported to be in the Blackwater, off County Kerry, for alleged breaches of the EEC 200-mile zone.

Paul & Co. believe that there is a big market in Britain for carp. They say their service "is good and regular."

The firm has fitted out three of these forward hulls for local fishermen who can use them to round Portland Bill and undertake 36-hour trawling trips.

Hulls are supplied to Lloyd's standards and are fully framed. Dimensions are: overall length, 35ft.; beam, 13ft.; and draft, 4ft. The boat for Chris Pett is due for delivery at the end of the year.

No decision has been made on either the winch or the main engine, but a

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Show trip to Oslo

MORE THAN 140 companies and organisations have booked space for the Nor-Fishing '78 exhibition being held from November 20 to 26 in Oslo.

Two seminars will be held during the exhibition run. One will look at the work to be done in developing countries, while the other will review Norwegian experience in finding and catching blue whiting.

This year, the Norwegians caught about 150,000 tonnes of this fish. The seminar will be in Norwegian, with interpretation into English.

A three-day visit to Nor-Fishing is being organised by the Importers' Club (Norway) from November 19 to November 22. The inclusive cost for scheduled flights, first-class hotel, plus food and breakfast, is £166 with single-room supplement.

Further information can be obtained from Importers' Club (Norway), 20 Pall Mall, London SW1.

'Ranger' loss inquiry

THE Department of Trade has ordered a Formal Investigation into the founding of the Lowestoft stern trawler *Boston Sea Ranger* in December.

The trawler sank on December 5 with the loss of five lives.

The hearing will be held at Lowestoft at a date to be announced later.

Inca trawl

THE NET pictured under test in the White Fish Authority's flume tank at Hull in *Fishing News*, September 13, was the 800 series Inca trawl. The caption stated it was the ten-fathom wing trawl. Both nets are made by Southern Nets of Rye.

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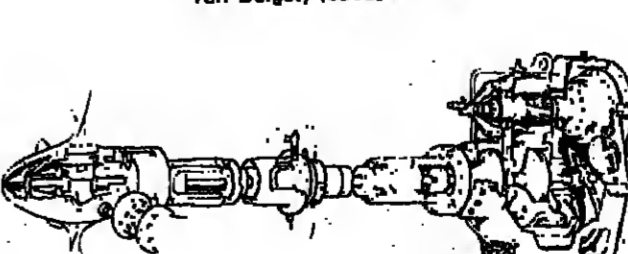
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